



Signature: _____

*Stock, Daily Driver, Modified, Diamond in the Rough, Masters (See class description on next page).

Total Remitted

The Doubletree Hotel
Overland Park, KS
1-800-222-8733 or 913-451-6100
(Ask for reservations.) Must mention
Falcon National Meet for special \$72.
rate. Cutoff date: June 15, 2004

Falcon National Convention Category Guidelines

Stock Category

Falcons entered in this category have historically been thoroughly detailed while maintaining a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14x6 Magnums, or 14x7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "True" Ford parts and could be purchased "over the counter" from any Ford dealership. Details really stand out in this category. The engine compartment will more than likely clean enough to eat off in this vehicle, be it a 144/170/200 six or a 260/289/302 eight and will be detailed to the max. **No glaring modifications anywhere on this Falcon.** It just looks a little better than the original, the way it would if Ford had "hand-built" each one individually. You may see these Falcons on a trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local car shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the "Gold" to boot. Classes covering all models of Falcons are available for these "Pristine," but not quite "Concours" vehicles.

Daily/Street Driven Category

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, **this category is for those special Falcons that you see on the street every day!** These Falcons are driven at least three thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery. They are often the kids' first car, depended on for school every day. They have felt the pain of parking lots and careless drivers. They are the cars left outside to Make room for Mom's new Taurus; they are also the ones that will start when the new one refused to face the cold of winter. Definitely not a show car, but for sure a winner! You won't find a show-quality paint job on this Falcon, maybe a nice set of wheels like Magnums or even steel wheels and not quite show-quality hubcaps. The engine compartment may or may not be detailed. In all cases, it will be as clean as one can keep it.

Remember this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator where a generator once resided; one can easily understand wanting a dependable charging system! The beauty of the Falcons in

this category is not that they are perfect, but that they are well maintained, attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go. Classes are available in this category for these Falcons.

Diamond in the Rough

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be driveable. It may be in primer or still have the old paint job. The interior may be tattered and torn or partially finished. The body work may not be completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential.

Modified Category

This category is wide open! You will find Customs, Sleds, Racers, Chopped Tops, Full Frames, Tubs, 4-Wheel Disc Brakes, Monster Tires and a host of other tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you can bet it is well detailed and more than likely, "Bad to the Bone." No engine modification is considered extreme, although all entries must be **Ford Powered** (absolutely no Brand X).

Paint schemes will vary as much as engine choice. We're talking metallic, pastels, flames, graphics, murals or a super-smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" certainly describes this category of classes.

Masters Category

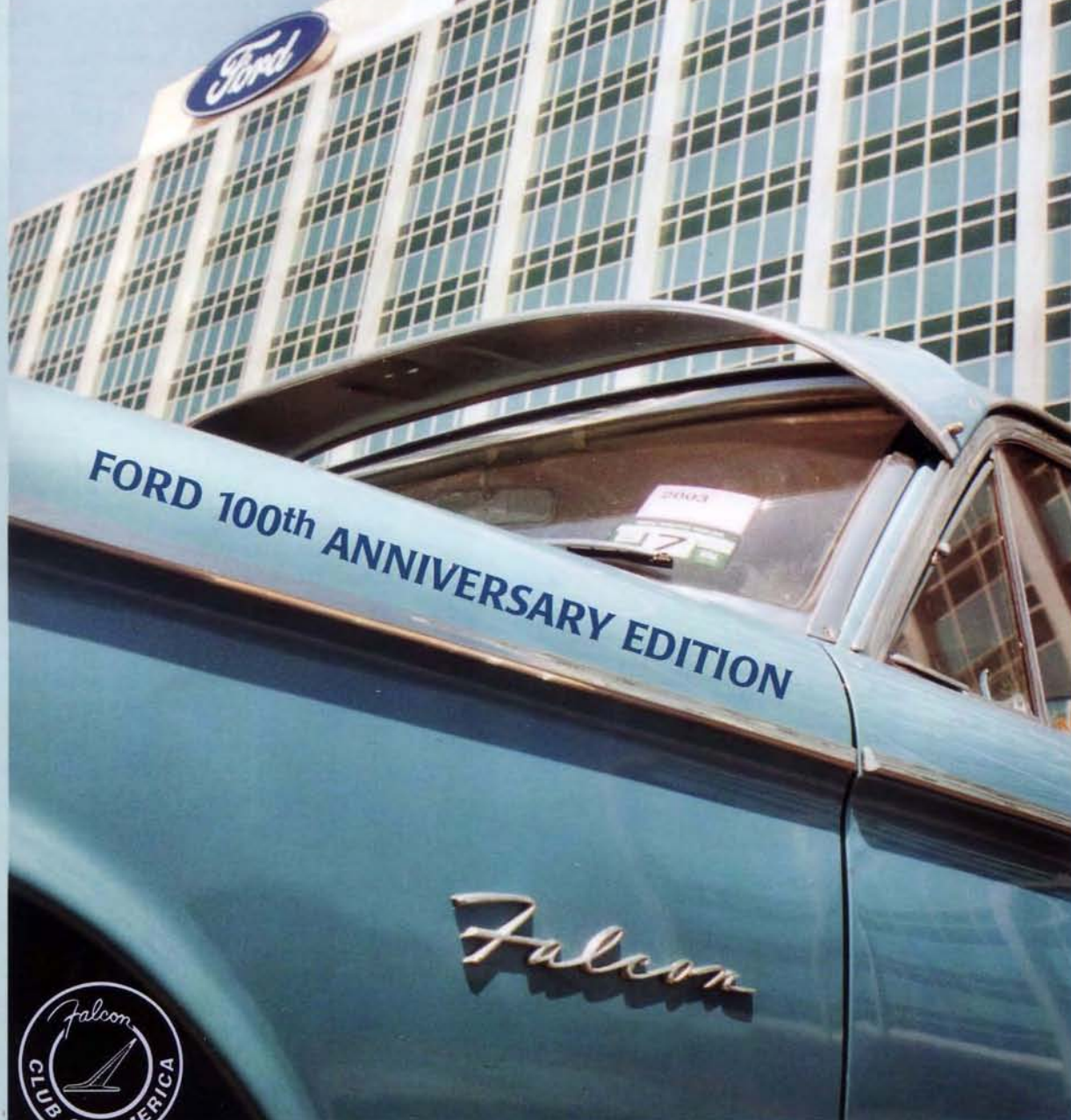
This category is for the "Purist." The Falcons entered here will really open your eyes and make the mouth water. Many of these cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy, but exactly like the factory built it 20-30 years ago. Correct interior, paint color, correct engine/transmission combination. Everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original.

Other Masters Category cars may be slightly modified from Ford's original specifications, but in all instances, the work is exceptionally superior. Craftsmanship and attention to detail are the hallmarks of the Masters Class.

To be included in the Master's Category, your car has won a Best of Show or other Top Award at a National Convention. While retiring gracefully from competition, these cars provide an excellent example of quality. The Masters Class is the inspiration for the next round of competitors, whose efforts further preserve the Falcon. These Falcons are the **"Best of the Best"**

These guidelines are to provide information about the categories used for the National Convention. Refer to them for clarification when deciding which category to enter your car in. Remember that the Falcon Shows are not judged competitions, and awards are the result of a popular vote.

The National *Falcon* News

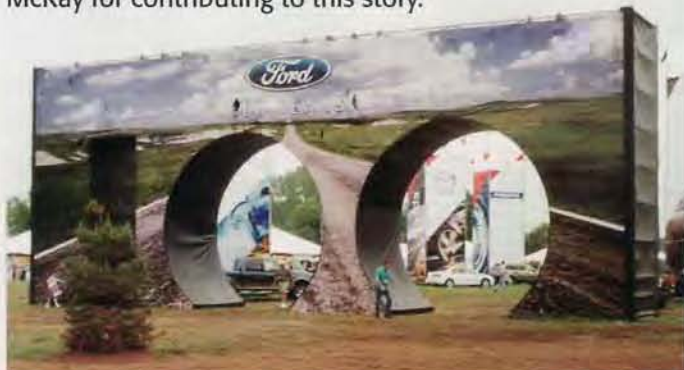


August 2003

Ronnie Crawford of Denver captured this 1960 Australian Falcon at the 100th Anniversary of Ford Motor Company in Dearborn, Michigan. The Falcon was just one of hundreds of Ford classics that were on display during the five day event in June.

This expanded issue of the Falcon National News showcases the cars, people, exhibits and events at Ford's 100th birthday party. Although all the cars featured are not Falcons, they are certainly part of the larger history of Fords 100 years in business. So sit back, relax, and enjoy this unique look into an unusual and magical time. Next month, we'll be back to Falcons as usual!

Thanks also to Jerry Miles, Doug Browning and Cliff McKay for contributing to this story.



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Is your chapter planning a cruise or special event?

Send photos with a self addressed stamped envelope if you want them returned. Include a few paragraphs about your chapter and their Falcons and send to the Editor at the address on this page. Digital files: Send hires JPEGs that will convert to 300 dpi at 4x6 inches on disk or CD. See Electronic guidelines on page 21.

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www.falconclub.com



THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The Falcon National News is published monthly with information from its members. All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun - monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 545-6693

Blue Ridge Chapter South Carolina

3rd Sun - monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon - 7 PM
Golden Corral
Concord, NC
(704) 933-4972

Central California Falcons

Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun - monthly
(314) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat. — Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun - monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons Eureka, CA

1st Wed. — 7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter Kansas City

1st Fri - monthly
(660) 679-5636

Mile Hi Chapter Denver, CO

3rd Fri - monthly
(303) 857-9360

NE Texas Chapter Gladewater, TX

2nd Sat - monthly
(903) 759-6850

Northland Falcons Minnesota

2nd Sat. odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue - monthly
(916) 725-4110

Sonoma County Santa Rosa, CA

1st Thur - monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun - monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Tue - monthly
(281) 920-0145

Virginia Falcons Richmond, VA

2nd Sat. even months
(804) 226-4791

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

STARTING A NEW CHAPTER?

Contact Mary Wagner,
Chapter Coordinator.

Editor's Message

Well, you can hardly blame Steve for missing the August President's message. After all, there was the great National Meet in Texas in July, followed by the Northeast Regional Meet in mid August. There certainly are a lot of Falcon events going on during the summer—be sure to attend as many as you can.

This August issue is arriving late in the month due to a very special section on the Ford 100th Anniversary Celebration by Ronnie Crawford. In just a short amount of time, Ronnie put together an incredible article with LOTS of photos from the special event.

Ronnie is completing his five year term as a member of the FCA Board of Directors on September 1. He remains an active member of the FCA and the Mile Hi Chapter. A true child of the automotive era, Ronnie's interest in Falcons and Fords is refreshing in a historical sense, as well as just plain fun. He is completely devoted to Falcons and the Falcon Club of America and we are fortunate to have his energy and advocacy.

Enjoy the article, beginning on page 4. Check out all the photos and enjoy this unique look at a very special time.

The next time you drive around in your Falcon, sit up a little taller, and keep in mind the history behind the Falcon during Ford's 100 years. By preserving and driving your Falcons, you are preserving a piece of history. Be proud to be a Ford man... Ronnie is.

Wendy



"Summers' End Sale" MOUSE PADS \$5

Falcon Club Store, 322 Jeff Davis Ave, Waveland, MS 39576-3224

Orders only! 1-800-467-4886 code FCA 322)

Offer good through October 1. No specials or sales via catalog.

THE ROAD IS OURS





THE ROAD IS OURS

A Uniquely Memorable Event in Automotive History
Ford's 100th Birthday Celebration—June 12–16, 2003



Reported by Ronnie Crawford



WEDNESDAY

I flew into Columbus, Ohio, my old hometown, rented a car and headed toward Dearborn, three hours to the North.

—continued on page 10

Classified Advertising

FALCONS FOR SALE

1961 Ranchero. Not Running. Body is in great shape. Has very good grille, bumpers, all glass and most trim. Broken steering box, no gas tank, radiator, etc. Engine and transmission not original. Great body parts car or platform for a street rod project. \$500 OBO. Gene Williams, Santa Monica, CA. 310-392-6252 or annwilliams@sprintmail.com.

1961 Falcon wagon, original paint, runs good, new tires, automatic transmission, electric rear window, \$3500. or trade on 1963-65 convertible. Ricky Richerson, Mobile, AL. 251-937-5707 or ricky@airhydmech.com.

1962 Futura 2 door sedan. Mid year T-Bird roofline, buckets, console. White, blue interior. 144 6 cyl. auto. Only 5000 miles on totally rebuilt engine. New exhaust manifold, carpets, seat covers, door panels, headliner, radiator, brakes and battery. Nicely restored. \$4995. John, 203-729-9966. Naugatuck, CT.

1962 Falcon Futura 2-door. Red/White exterior with red interior. 170 6 cylinder automatic. Bucket seats with console. Not

running. Many extra parts. \$1500. Frank Spinelli, North Little Rock, AR. 501-758-6232.

1863 Falcon Futura convertible. V8, 302, C-4 trans. White on red paint (painted in 1993). Good black top, power. Bucket seats/console. Runs excellent, drive it anywhere. \$6000 OBO. Ray East, 919-557-3124. Call between 7 AM and 9 PM. Willow Springs, NC.

1963 Falcon Futura, convertible, automatic, 170 cc, restored. Red with black roof and red/white upholstery. \$9600. Max Giovannini, 210-698-2406 or mgiovannini@ssfcu.org.

1963 Falcon Futura Convertible. Red interior/white exterior. Largely restored with rebuilt engine. Second owner. Always garaged. Good condition, but some rust on wheel wells. Email picture available. \$5,500 OBO. Kurt Steele, Winnetka, IL. 847-441-5979 or kurtsteele@aol.com.

1963½ Sprint convertible. Unrestored V8 4 speed. 35,00 original miles. Mileage and

history documentation from new. Original copy of title, bill of sale, owners manual, dealer key case, original spare tire. Class winner, 2001 National Convention. \$13,500. Will Silvinski, 860-439-1539. CT.

1963½ Sprint convertible, C4 auto, V8, Power Steering. Fully restored, under 800 miles. NOS parts, new correct interior, white/turquoise. 2000 National class winner. Must see to appreciate. \$22,500. Call Bill, 916-489-2383 or falconers@softcom.net Sacramento, CA.

1964 Falcon Ranchero. 302 HO motor, C4 transmission, 20,000 miles on rebuilt engine and transmission, white exterior, black interior, fiberglass bed cover. Has been my daily driver for 10 years. Everything is new, rebuilt or has been rechromed. Very clean. \$7000. Ron Edwards. Northern Calif. 707-546-5036 or edwards-r@sbcglobal.net.

1964 Falcon Futura Four Door. Metallic Blue, 6 cylinder, and 100 spoke knockoff rims and original rims. Needs some restoration. \$2500

—continued on page 9

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

OBO. Jimmy Sterling 561-642-1464 or 561-248-9380. FL.

1964 Falcon convertible, white with blue interior, original bucket seats and center console, new interior dash chrome, new carpet, professionally overhauled engine, auto transmission. Very good condition, \$4995. Phone John at 856-455-0997 or jpanchesine@cfaith.com.



1964 Falcon Futura 260 V8. 4 barrel carburetor, 3 speed automatic transmission. Dual exhaust, glass packs, alternator, 4 core radiator, rally wheels. \$4500. Harry Bradley, El Sobrante, CA. Cell: 510-517-6780, Home: 510-223-1940.

1964 Sedan Delivery Deluxe (78B) V8-260 w/ 3-spd manual. 1 of 98 made in 1964. Restored. \$10,000 OBO. Steve Templin, 541-744-2071 or templineng@aol.com. Springfield, OR.

1964 Falcon Futura convertible. Started restoration in 1987 & garage kept since. New original blue exterior paint and new original color bucket seat interior. New white electric top. 289 four speed all totally rebuilt. Front disc brakes. Engine is far from stock. Glass front bumper and tear drop hood (not painted). Weld wheels all around. 90% complete. Son going to college to be an engineer. \$10,000 OBO. John Payne, 25825 E. Willow Street, Broken Arrow, Oklahoma 74014. 800-678-4500 (work) 918-605-2084 (mobile) or 918-357-1353 or john.payne@warrencat.com. Photos on request.

1964 Futura hardtop. Yellow/new black interior. Original 260; mild cam, 4 bbl., headers, 3 row radiator, new suspension and brakes (front and rear). Rebuilt T-10/Hurst. 2½" Flowmaster exhaust. New BFG 245/50/15 Comp TA's on Outlaw II's. I have all

receipts. Over \$8000 invested. \$6900 OBO. Joe Felso, 510-795-9636. Newark, CA.

1964 Falcon convertible, white with blue interior, original bucket seats and center console, new interior dash chrome, new carpet, professionally overhauled 10 cu. in. engine, auto transmission. Very good condition, \$4995. Phone John at 856-455-0997 or jpanchesine@cfaith.com.

1964 Falcon Futura Convertible. 260 V8, automatic. Needs restoration. Car does run. I can e-mail pictures. \$1000. Robert Hutchins, 610-681-2716 or bobhhh52@ptd.net. PA

1965 Ranchero, 66H Ivy Green, 289 A-code engine. 4 speed, posi differential. Black Sprint interior, factory A/C, Sun X windows. Restored to Original. '67 GT Wheels (have original wheels and dish hub caps). Excellent Condition, \$17,000. Mike Mooney, 775-356-8168. Reno, NV.

1965 Falcon Futura 2 door hardtop, 302 engine with 4-speed, 3.55 positrac rear. Restored in 1980. Runs and looks good. \$4000. Call George at 717-597-7067. Greencastle, PA.

1965 Falcon Futura Convertible, V-8, automatic. B&W shifter. Red with white interior, installed bucket seats from Mustang. Power top. Solid car with solid floorboards.

1965 2 door Falcon station wagon. Body work done, in primer. Has rust on floors. V8 suspension, 8" Positraction, electric tailgate, 289 block with C-4. \$2000. Jim 913-381-5679. KS



1966 Econoline Cab forward pickup. Deluxe model, 200 cu. in. 6 cyl. engine. C-4 automatic, posi-traction rear end. New whitewall tires, backup lights. The mechanical work is done. Cab interior restored, undercoated. Needs paint. \$5600 invested, asking \$3500. or reasonable offer. Merle Boughton, 641-673-7782. Oskaloosa, Iowa.

1965 Falcon Futura Hardtop. One owner California car. Maroon w/white stripe. Rebuilt 200 cu. in. engine with 7K miles on it. Rebuilt C4 transmission and complete brake overhaul with 3K miles on both. Runs great. \$2,500 firm. John, 650-595-4743 or johnsuzi34@aol.com. San Carlos, CA

1965 Falcon Futura Station Wagon, 67K miles, engine runs perfect, new tires, auto, 200 6cyl, asking \$1,500.00. Darrell, 717-933-4747 or bigdcobra@lmf.net. Myerstown PA.

1965 Ranchero, 289 automatic, AC, alloy rims, new tires. \$6000. George B. Myers, 210-494-8205. San Antonio TX.



1966 Ford Falcon camper van. Pop up top, tinted screened windows, new interior, excellent condition. \$4500. OBO. Dick Gunn, 281-890-8184 or work, 713-895-0090 or dgunn@damidsouth.com.

1968 Ford Falcon Futura Sport Coupe Gold w/ black vinyl top and black interior 67,000 original miles. Car is clean, factory a/c, bucket seats, original 289 motor w/ a 4 barrel carburetor. We have all of the original documents on past work done to the car and owners manual. We also have the original carburetor and manifold as well as the original rims and tires. Asking for \$5,000 OBO. Amber or Jon, 727-863-9839 or amberjon98@cs.com.

1968 Ford Falcon Futura Sport Coupe Gold w/ black vinyl top and black interior 67,000 original miles. Car is clean, factory a/c, bucket seats, original 289 motor w/ a 4 barrel carburetor. We have all of the original documents on past work done to the car and owners manual. We also have the original carburetor and manifold as well as the original rims and tires. Asking for \$5,000 OBO. Amber or Jon, 727-863-9839 or amberjon98@cs.com.

Classified Ads

1968 Falcon four door sedan. Auto. 200 C.I.D. Not running now, but will with good starter and battery. (I am physically unable to fix.) Has somerust. Ran well before being put in garage. Also have some original new material for upholstery if needed. \$150. OBO You come and get it. Duane Bennett, 8645 Lytle Ferry Rd., Waynesville, OH. 513-897-9604.

1970½ Falcon 4 door station wagon. 302 V8 automatic. Runs very good. Daily driven. Good tires, new brakes. Has been in family 33 years. Needs some interior and body work. Has been well maintained. \$900. William E. Ketola, 516-585-7910. FL.

'63 Ranchero 289 Standard	\$300
'64 Futura H/T 6 Auto	\$600
'65 Futura 6 Auto	\$1000
'65 Futura H/T 8 Auto	\$800

Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or jbranson@mail.win.org

FALCONS WANTED

Looking for a 1965 Falcon Futura 4 door station wagon. Prefer 289 V8 engine or 200 CI 6 cyl. engine. Must have automatic transmission and be in good running condition! Joe Strawn, 6229 S. Broadway, St. Louis, MO 63111. 314-832-3181.

Wanted: 1964 Deluxe Falcon sedan delivery. Must be original running gear, standard or automatic, in #1 or #2 condition. No rust, bondo patched or accident damage. Consider excellent original only. Email photos and accurate description to Richard Shorney, rjshorney@sympatico.ca. 159 Dunn St., Oakville, Ontario, Canada. L6J-3E4

Looking for 1965-69 Falcon Futura station wagon, 6 cyl., Also looking for a 2 door 1965 Falcon Futura. Both 6 cylinder cars. Something that needs work. Also wiring harness for V8 motor and dash harness. 716-883-3689 between 2 - 11 PM. Leave message. Michael Murphy, 112 E. Delavan, Buffalo, NY 14208.

PARTS WANTED

WANTED: 1961 fender, passenger side. I prefer deluxe so the trim holes are already there. I have the trim, but need an undamaged

fender. Must also have no rust or easily removed surface rust. Jonathan Leslie, 913-768-1036 or jplleslie1@juno.com. Olathe, KS.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Wanted: Side trim pieces for my 1962 two door Futura. Call Johanna Knapp, 425-488-2798 or sixty-twofalcon@juno.com. Kenmore, WA.

Wanted: complete roof rack for 1960-1965 wagon. Metal interior trim molding (mounts from rear door panel over rear wheelwell) for a 1963 2 door wagon. Front door panels for a 1963 2 door. Contact Bob, bobzlane@yahoo.com.

WANTED: I have a 1964 Falcon Convertible and am in need of a rear seat. Color does not matter as I will be recovering. Dennis McClanahan, 717-762-7027 or mcclanahan@pa.net. 308 South Oller Avenue, Waynesboro, PA 17268.

For 1964 Falcon Futura 4 door sedan, mint Futura driver's side red interior door panel. Any NOS exterior trim pieces, any information regarding NOS original red interior fabrics, carpets, etc. for Futura 4 door. Email

FALCON



C4DZ-3082A



C4DZ-3388A



UPPER CONTROL ARM ASSEMBLIES

Assemblies include the shaft and ball joint.

'63 - '65 Reproduction
Part # C4DZ-3082A **SALE \$69.95 ea**
 Reg. Price \$89.95

'66 - '70 Reproduction
Part # C7OZ-3082 **SALE \$69.95 ea**
 Reg. Price \$89.95

UPPER CONTROL ARM SPRING SEAT & BUSHING

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*Sale expires 30 days from publication. Must mention this ad to receive sale price.



C7OZ-3078A



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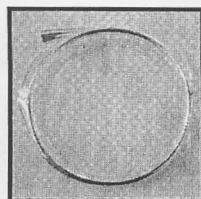
Saturday 8:30 AM - 4:00 PM

Closed Sun. - Mon.

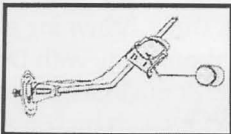
Just take I-20 east to exit #80 (West Ave.) and turn left. Go to the second red light and turn left again onto Dogwood Drive. We are about 1/2 mile down on the right.

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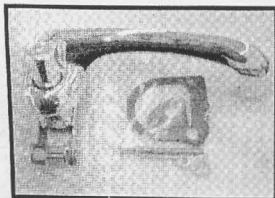
Check our website for many parts in stock.



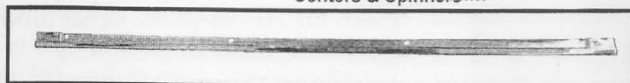
1963/64/65
Headlight Bezels



Gas Tank Sending Units

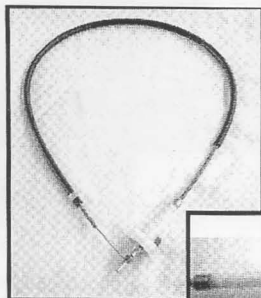
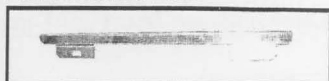


1963 HT/CV Outside
Door Handles

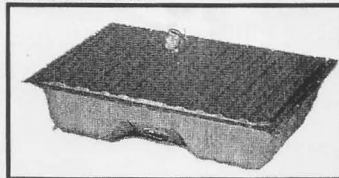


1960-65 Lower Door Panel Trim - S/S or ready to paint

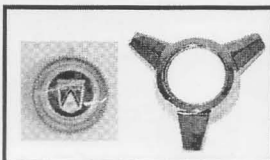
1963-65 Conv. Upper Quarter Trim
Panel Retainer - S/S



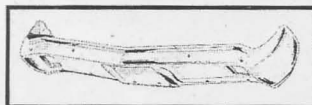
1960-63 Heater Switch



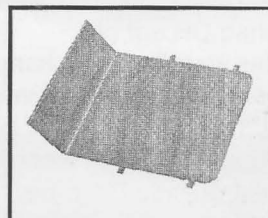
Gas Tanks



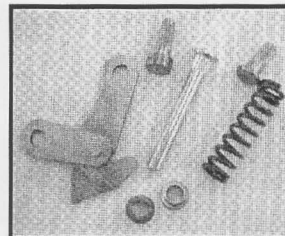
1963-65 Wire Wheel
Centers & Spinners



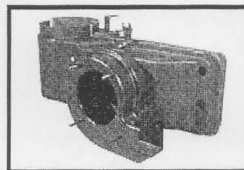
1964-65 New Bumpers
Front & Rear



1964-65 Console Insert -
Brushed Stainless Steel



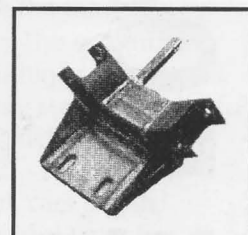
Door Hinge Rebuild
Kits



1960-65 Heater Box Assembly



1960-65 Heater Inlet
Collar Clips



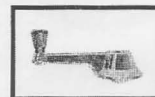
1960-65 Transmission
Crossmember C4 or 4 Spee



Chevrons



1960-65 Heater Inlet
Collar



1964-65 Window
Handles w/ Correct
Black Knob



Heater Cores

COMING SOON:
1960-63 Dash Pads
1962-63 Trunk Lock
Cylinder & Key

FORD'S 100th ANNIVERSARY CELEBRATION

—continued from page 5

WEDNESDAY

I flew into Columbus because it is centrally located and the next weekend I went to the Annual NHRA Hot Rod Reunion in Bowling Green, Kentucky.

About an hour outside of Dearborn, I started to encounter all of this vintage iron on the highway. Driven, towed, trailered, it was ALL old Ford iron!



Horns were honking, hands waving, thumbs-up everywhere! It was the first of several "mini heart attacks" I experienced throughout the event, Wednesday evening at dusk, just outside Dearborn.

WOW! I wasn't even there yet and the adrenaline was flowing. I drove into Dearborn and found my lodging, the Mercury Motor



Inn. Thanks to my Falcon friend, Jack Leeds, of the Metro Detroit Chapter for doing the legwork and finding a nice motel for his Falcon friends.

I went to the office of the motel to check in and the owner, Maria, greeted me. I gave her my name and she had the 3x5 index card laying there on her desk. Everything on the card was written in pencil. She is a no-nonsense, one-person show, a paper and pencil operation. No electronics, no computer. She even used a manual credit card machine from the old days. It all seemed so perfect.



I walked into the motel office to get my luggage and in rolled two trailers with Falcons on them. It was Doug Browning and Jerry Miles from Oklahoma City with Doug's 1963 sedan with 30,000 original miles and Cliff McKay from Wichita with his '65 hardtop.

We all got settled in our rooms and then went on a mini-tour of Dearborn—a Ford town. Two of the world's largest Ford dealerships in the world are here! This is Ford Country!

THURSDAY

Thursday morning we got up and had breakfast at the motel restaurant. It was a throwback, just like the motel. The white haired ladies working there had been waitresses for 20–30 years. Great food, cheap and home cooked!

After breakfast, we headed to the Dearborn Town Center to register. Oh yeah—did I mention that it had been raining for days? And it was still raining.

At the Town Center, we got our first glimpse of the diverse Ford vehicles that were

FORD'S 100th ANNIVERSARY CELEBRATION

converging on Dearborn for the big birthday celebration. The guys registered their Falcons and we got our official event passes along with a goodie bag full of anniversary items. We ate lunch in the Town Center, then started walking the parking lot, checking out the cars.



We decided to get out of the rain after a while, so we towed the Falcons (still on trailers) to the parking lot of Ford World Headquarters and unloaded them. We were the first Falcon people there. We started

in the area. What a logistical nightmare for Ford; they did a good job in spite of Mother Nature.

We dropped off the trailers in a paved lot, then went out and had a great dinner down the street from the motel.

FRIDAY

Friday morning we woke up to more rain and cloudy skies. We ate at the motel restaurant

again and then headed to the event site, Ford World Headquarters.

A strange and wonderful thing happened on the way there. The sun broke through the clouds and shined for the rest of the weekend. Ol' Henry sure is a powerful guy to have ordered up such a perfect weekend for his bash.

In the HQ parking lot, cars began arriving—hundreds of them—what a sight! I was beside myself, having another mini heart attack.



our own row for the Falcons. Most of the other Falcons to arrive parked in this row with us.

We left the cars at Ford Headquarters and went to the trailer parking lot—still raining. We wondered if it was going to be a celebration or a rain-out. The weatherman predicted clear skies for Friday through Monday. The original parking lot was a mud pit, so Ford had to find auxiliary parking lots to put the trailers in and to park visitor cars in. They must have rented all the vacant lots

Diogenes Feitosa of Brazil drove his 1952 Ford Custom about 12,000 miles to attend the Ford 100th Anniversary. He began his journey on April 9.

One of the most incredible stories of the entire event was the presence of Diogenes Feitosa of Brazil. He drove his 1952 Ford Custom 12,000 miles from Southern Brazil to Dearborn for the 100th birthday of Ford.

Before the voyage, he installed power brakes. The flathead V8 110 HP engine, transmission and clutch are all original. He endured a seven day, mosquito-filled Amazon crossing in a truck ferry, and was shepherd by friendly truck drivers through dangerous areas in Central America. They positioned their trucks in front of and behind his Ford to protect him. He brought along lots of spare parts too, including four spare tires, two fire extinguishers, two transmissions and a rear drive.

The only repairs he made were to replace the distributor cap, breaker points and one ignition condenser.

Classified Ads

accurate description to Richard Shorney, rjshorney@sympatico.ca. 159 Dunn St., Oakville, Ontario, Canada L6J-3E4.

Wanted: Need door panels for my 1964 Ranchero that has black standard interior, also looking for Sprint tach lens with flag decal (or decal only). Craig Rickard, 707-773-1291 or Craig66GT@msn.com. CA.

WANTED: Hood for a 1964 Falcon two door hardtop. Must be free of rust or have very little surface rust and straight. Gene Heid, 419-562-4594. Bucyrus, OH.

WANTED: Trunk lid emblem for a 1965 Futura. Must be very good to excellent condition (no pits) I would consider a good core to rechrome. Call Jack Jensen, 860-567-2034 or falconjack@snet.net. CT.

Wanted: NOS or good used trunk deck lid ornament for 1961 Falcon. Phil Pitko, 269 665-4385 after 4 pm or 616-369-7217. MI

FALCON SERVICES

Mike's Restoration Business. Restore your steering wheel. I will fix the cracks and paint in any color combination to match your car. Michael Barren, 585-652-5985. Call after 6:30 PM Eastern time. Cowlesville, NY.

PARTS FOR SALE

For Sale: 1962 170 cubic inch 6-cylinder motor with two speed Fordomatic. Complete from fan blade to transmission yoke, from pan to air breather. Many new parts: water pump, vacuum wiper fuel pump, remanufactured carb, and head \$250. OBO. R.L. Hall, 417-882-7617 or F100Snoopy@aol.com. MO.

Parts from 1964 Futura 6-cyl to V8 conversion: 170CID engine, automatic transmission, driveshaft, rear, front suspension and steering \$300 for all. Four 13" wire caps, \$60. Five 13" wheels and nearly new Sears narrow whitewall tires, \$125. Stainless side trim, \$75. Front bench seat \$75. John 732-223-1349, N.J.

For sale: 1960 Falcon NOS grille. Never mounted. No attaching parts. Straight, no dents, or twisted bars. I can send detailed digital pictures. \$150. plus actual shipping

and insurance. Call Bob, 330-533-9657 after 6PM EST. or Jarklay@aol.com.

1964 Falcon 6 cyl. parts. complete 170 ci motor and Fordomatic tranny, steering box and linkages, front suspension and spindles, rear end, other assorted parts. Call or email for needs and prices. Justin, 717-394-9383 or Cis723@hotmail.com. PA.

1965 Falcon 289 engine, everything from air cleaner to oil pan plug, needs rebuild. \$100, 3 speed transmission from 289, \$50. Don Fales, 352-493-0354 or dkf@svic.net.

Used Parts: '65 Ford Falcon Futura. Gas Tank, Needs Cleaning \$150.. Front and Rear Bumpers, \$250. ea. Buy both for \$200. You pay Shipping. Bob Foulkes; Inverness, Florida 352-726-5653 or rfoulkes@tampabay.rr.com.

PARTING OUT: 1963½ Futura 2 door hardtop and 1963 Futura 4 door. Many good parts on both cars. Rick Dilks, 307 N. Castle, Paola, KS 66071. 913-557-2899.

1964-65 Used parts: Light switch shaft with black knob, bezel and mounting collar \$10. Ignition bezel \$5. Wiper bezel \$5. Heater dash plate (nice chrome) with levers, mounting plate, chrome knobs and all three control cables (complete) \$25. Tailgate latches for Wagons or Ranchero \$10. each or \$18. for the pair. New accelerator pedal \$6.. ALL ITEM PLUS SHIPPING. Call Ray at 505 524-3371 or hirpmrj@juno.com. 522 Apple View Place, Las Cruces, NM 88007.

ALL 1965: 1965 NOS grille \$900; nice trunk strip \$500; red hardtop console \$400; turquoise hardtop console \$400; '64-'65 black dash pad \$150; trunk mat \$50; Studiosonic sound system \$300; Futura/

—continued on page 17

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FORD'S 100th ANNIVERSARY CELEBRATION

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Overwhelmed to make the trip successfully, Diogenes was featured in media reports and newspaper stories throughout the event. This man's devotion and fortitude in making this journey is staggering and sums up so much of what brings us Ford people together; a true brotherhood and love for our Ford automobiles.



On Friday evening, our crew was invited to a delicious dinner at the home of Gordon and Carol Leslie. Gordon is President of the Metro Detroit Chapter, FCA. The hospitality and camaraderie were the perfect ending to the day.

SATURDAY

We went to the Ford store first so we could get our choice of "stuff." I think by the time the weekend was over, I had spent \$600 on Ford merchandise!



Ronnie and Doug Browning with John Force, the winningest dragracer ever.



No car production during World War II, but some military Fords were on display.



Jack Leeds of the Metro Detroit Chapter, FCA, documented every car—in five days, he did this!

FORD'S 100th ANNIVERSARY CELEBRATION



At this point, we walked around and looked at all the Ford exhibits since we had spent the previous day looking at vintage Fords.

FORD RACE VEHICLES

There was a building full of significant Ford race machinery from the 1950's, '60's and '70's. In another building interviews were being conducted with famous race personalities from over the years.

CENTENNIAL OF FLIGHT

Henry Ford and the Wright brothers were friends and young inventors at the turn of the century. Ford is a major sponsor of the Centennial of Flight along with the Experi-

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TECH TIPS— Rework Your Ignition System Step-by-Step

by Anthony Gantt

It's time to start getting into your tired old ignition system. Sure, it's reliable, and has been working for years, but it's just not going to get the job done if you want an increase in horsepower. This article focuses mainly on our durable little inline 6's, but can be applied to our V-8's as well.

We'll get started at the heart of our ignition system, the coil. That one that's been riding along in the engine bay for nearly 40 years and is ready to retire. There are a lot of good high performance coils at your local parts store starting at about \$30. I've always been partial to Mallory Promaster coils. They put out a flaming 75,000 volts (roughly 3 to 4 times a stock coil) but they don't look stock. They are kind of pricey starting out at about \$70. A great alternative is the Accel Super Coil. Its' dimension's are equal to that of the stock coil and its' output is double that of your old unit. For those of you bound by the pure stock appearance, simply spray paint it the same color as your stock unit and I'm pretty sure Dennis Carpenter has the correct decal for the stock coil. Nobody's the wiser and you have a decent charge going to the distributor.

Now with your new firepower, you can open up your plug gap a little and enjoy better fuel economy, a smoother idle, and of course—more power. We'll get more into plugs later, but for the impatient types, try opening your gaps by .0007" if the plugs are in good shape.

We will continue on to the distributor. The best choice for the post-1963 engine blocks that Ford made for the sixes came on the 1976 and later engines. It was called the Duraspark II. It is an electronic distributor that combined both vacuum and centrifugal advance for the timing. It maintains a basic stock appearance other than the control box which is normally mounted in the engine bay, but with a little ingenuity can be hidden out of the way. This system is much more reliable than the old points system and helps by providing a hotter spark so that plug gaps can be increased for a larger flame without fouling. Also no annoying points to wear out.

There are after market distributors available for all the sixes including the pre-64's, but they are considerably more costly than the parts yard Duraspark II units.

Another option to rid yourself of points would be an electronic ignition conversion kit such as the one made by the Petronix Corporation. These are a wise choice for those who have the pre-'64 blocks and wish to maintain stock appearance, while gaining increased performance and reliability.

With the coil and distributor taken care of, we can move on to the media that carries all this newfound power for us, the plug wires. Spiral core plug wires are a great replacement for the stock setup. There is far less voltage loss and they hold up well to hotter ignition setups. They are available at any parts store in cut-your-own kits and even in the custom-fit variety. I would suggest going with an 8mm wire for a coil producing 50,000+ volts. I have tried Mallory and Accel wires and found the Accel to be the better of the two. They were also cheaper and more readily available. Custom fitting requires minimal electrical skills and the kits come with good instructions.

We conclude the ignition system by taking a look at spark plugs. The cheapest way out is to take out, clean and re-gap the plugs you have. If you have done the previous ignition hop-ups, they may be able to open up as far as .042". If you have too much misfire at higher RPM's, just back off to .040" and it should clear up.

The next step up is replacing the plugs with new ones. Pick up 10 plugs, then use white-out or some other means of marking the plugs and paint a small mark where the open gap exposing the electrode is. When you screw the plug in the head try different plugs in each hole to find the plugs that the open electrode is pointing up in the direction of the intake valve. This puts the spark from the plug right into the fresh air/fuel charge coming into the combustion chamber. This is called "indexing" the plugs. Once you have found a correct plug for each cylinder you can keep the others for future use. By using an extended tip plug you can put the fire a little deeper in the cylinder and it will cause a small rise in compression ratio due to the longer plug taking up more space in the combustion chamber.

I have no personal experience with the Split Fire plugs (never could hand over 6 bucks for a spark plug), but have had good use out of the Accel U groove and NGK V power plugs. The Accel units have a curved "grooved" electrode that causes a large "ball" shaped spark where as the NGK's have a V notched in the tip to provide a larger spark area. I personally like the Accel's because they come in a shorty style that clear headers much easier.

If you find any errors or details that need to be clarified, please email me at maltshopma@comcast.net.

Reprinted from the Carolinas Chapter Newsletter

Classified Ads

Sprint radio block-off plate \$150; '63-'65 Rotunda tach V8 \$250; '64-'65 radio block-off plate \$100; blue bucket seats \$600; '64-'65 wire wheel hubcaps \$250, 4 Magnum 500 3 bar spinners \$150; 4 Magnum 500 14x7 with 3 bar knockoffs \$600. Jim, 913-381-5679. Kansas City

1963 Falcon, Convertible Top Rails \$300 OBO. Dagenhan 4 speed transmission with shifter, bell housing and drive shaft, \$450 OBO. Set of restorable 63 falcon convertible seats \$75 OBO. Lou Doto, 856-546-6856 or Crdoto@aol.com. NJ.

For 1964 Falcon V8 hardtop. Three row radiator w/ automatic trans. cooler, used only 2000 miles \$65. New in- box vinyl trunk mat, stock reproduction \$25. New, never used voltage regulator, 30 amp, #C2aF-10505-B, \$18. Aluminum car dolly, 8" wide, heavy made ball bearing casters, never used \$90. Gene Heid, 419-562-4594. OH.

1965 Falcon station wagon parts. V8 suspension \$200. Complete clutch linkage \$100. V8 spindles \$80 each. Steering box & column \$100. Console \$220. Sunvisors, padded \$75. Rear seat \$75. Tinted windshield \$75. 1964 grille \$35. Headlight rings \$25. Hood hinges \$15 ea. Front bumper ornament \$30. Plastic dash \$100. Most interior parts, call for pricing. Complete taillight assembly \$40. each. Right front fender \$75. Step plates \$15 ea. Doors. Call for other parts and for pricing on SW glass, Side mouldings, wiper parts. Ralph Stoltenberg, 724-282-7326. Butler, PA.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$130. Specify engine size and year. Bands \$45. each, adjustable modulator \$14. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, P. O. Box 245-FC, Needham Hgts., MA 02494-0245 781-449-2065 evenings. www.autotran.us

Small block Ford parts: Chrome Holley fuel pump \$35; Braided plug wires \$20; 2-289 cranks \$25. ea.; 2 new Magna 750 coils \$45.; flywheel \$25.; 6.8" hardened pushrods \$60.; 2 rear KYB shocks \$30.; 6 bolt clutch housing \$35.; 9" 3.1 third member 31 splice, open \$75. Joe Felso, 510-795-9636. Newark, CA.

USED: 61 Delux right front fender, \$150. N.O.S. C1DE-9510-B carburetor, \$225. CODZ-15499-A back up lamp kit, \$100. CODZ-3350-B steering arm & bushing, \$75.00 CODZ-1130-A hub caps \$75. CODZ-13341-A turn signal switch & wire, \$75. CODF-11654-C headlamp switch, \$45. 6cyl exhaust manifold \$140. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO

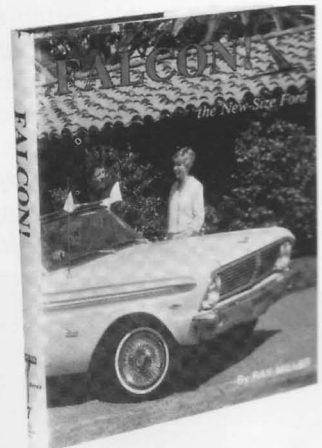
Large 25 year collection of good used parts for 60 thru 69. Hoods, \$75 to \$100. doors, \$50 to \$75. Chrome moldings, \$5 to \$25. 68 Falcon Dash Pad in good condition, \$250. Many body and chassis parts too numerous to mention. Also parts for 64 Comet

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FORD'S 100th ANNIVERSARY CELEBRATION

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mental Aircraft Association (EAA). The Wright brothers first flight will be re-enacted at Kitty hawk, North Carolina in December 2003 with an exact replica of the first plane flown there. It's going to be a big deal!



ONSITE POST OFFICE

A trailer that the USPS uses as a remote Post Office was present for the Ford 100th. They sold postcards, stamps and envelopes. The envelopes and postcards were post-marked with a special Ford 100th logo which changed each day. So, of course, I had to buy an example of each day's issue. The items were available only at this portable PO. Shown is the postmark for June 16, which is the actual birthday of Ford.

Ford had all kinds of buildings for various exhibits:

- A building for Ford employee resource groups celebrating diversity, Latino culture, African



If you have to trailer your classic to the car show, you may as well do it in Ford style!



American heritage, along with the United Autoworkers of America and several others.

- A building and road course that they drove Model T's on. You could be in the car and go around the course! Who ever gets to ride in a Model T, let alone at Ford World Headquarters?

—continued on page 24



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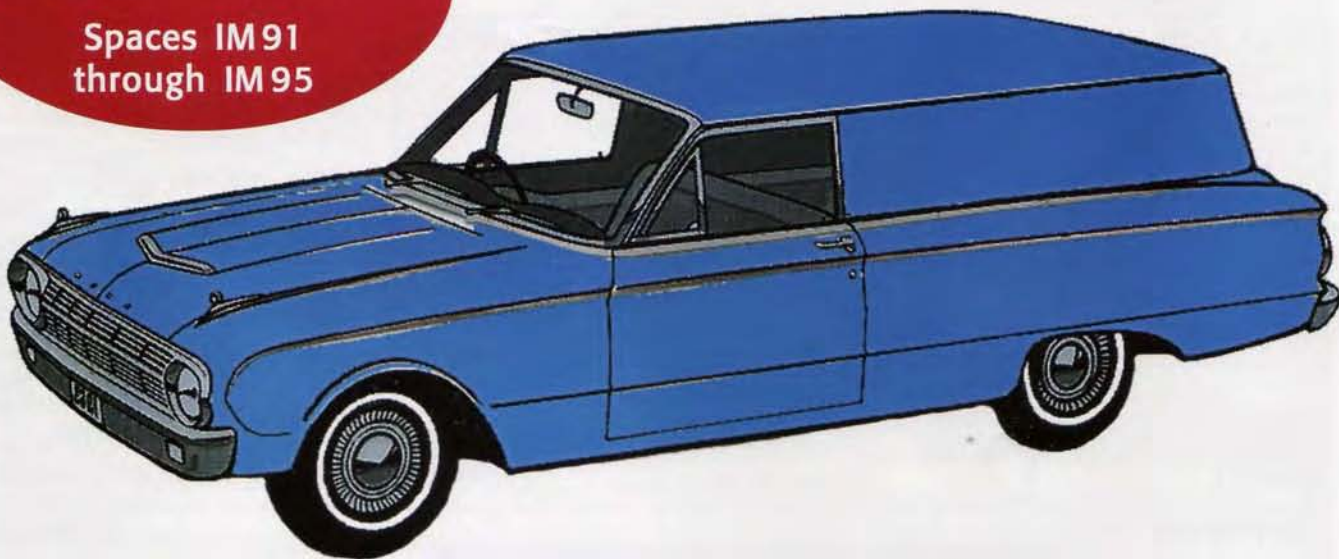
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New junkyard finds @ Kellogg's Garage: parting out 1964 Comet Caliente four door, and 1964 Falcon base-model four door. We have parts to fit 1960-66 Falcons/Rancheros and 1964-65 Comets. Call or email with your needs. Lenny Kellogg, 970-593-1964, or lenkellogg@juno.com. CO.

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INFORMATION WANTED

Dear National Family,
I am looking for pictures of the best dance partners in the world, my daughters Savannah, Dharma, & Beth. If anyone took pictures

at the hoedown in Texas, could you please email or snail mail me a copy of them? The address is maltshopma@comcast.net or Theresa Gantt, 215 Parker Dr., Beech Island, SC 29842.

1963 owner in Long Beach, California is in dire need of any and all information on changing from a 170 6cylinder to a 200 OR 250 6 cylinder. Is it going to be a bigger problem than its worth? Is there a marked improvement in performance? Any little secrets I may need to know? PLease contact me at whoshotjr1@msn.com. Thanks.

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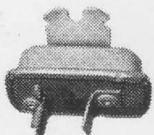
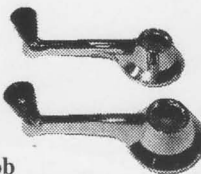
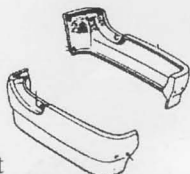
Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss

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The "Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook" is in its 4th edition. 75 pages of facts, history, parts interchangeability, tips, swaps, pictures and more. If six cylinder performance, either stock or hot, is of interest to you, this manual should be helpful. To order, send your mailing address (snail mail) and a money order, in the amount of \$14.95 to: Dave Schjeldahl, 582 Safstrom Place, Idaho Falls, ID 83401. Shipping is included in this price.

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Silver Salute Call for FCA Memories

The Mid America Falcon Chapter of the Falcon Club of America will be hosting the 2004 National Meet in Kansas City. 2004 will be the 25th anniversary of the Falcon Club of America. We would like to commemorate this special anniversary with a video collection of pictures from the last 25 years of Falcon memories.

We are asking for your help. If you have any pictures from the past 25 years of Falcon Meets that you would like to share with us, please mail them to Jackie Fischer, 2017 Plaza Dr., Harrisonville, MO. 64701.

Please put your name and address on the back of the photos (address labels are great for this!) along with the year the picture was taken. Please identify any people (or Falcons!) in the photos. Your pictures will be safeguarded and returned, so be sure to include your return address. Please mail your photos as soon as possible, we are excited about compiling photos from past Falcon National and Regional Meets and events.

Thank you.

Jackie Fischer, Mid America Chapter

I receive a lot of email from FCA members and it certainly helps streamline the publication process. However, I have also received viruses and irrelevant email from FCA members. The viruses enter the address book and undeleted emails, disable virus detection software and send the virus to your list without your knowing.

Although I do have software to filter out viruses, this cannot be a good thing. I also receive political and religious emails, unrelated to FCA business, from FCA members.

Please follow these basic email guidelines to help eliminate these problems.

- **DO NOT** email large image files, they take too long to download. I do not have (and do not plan to get) broadband internet connection. Keep JPEG files to under 1 MB. If you have several photos to send, put them on a CD and mail it to me. Please do not make any type of image correction or enhancement to any photos you send, including fancy borders, adding text, etc.
- Images embedded in a MS Word document are too low resolution for publication. Send the original JPEG image.
- Website images are too low res to reproduce clearly except at very small size (like ½ inch by ¼ inch—really!) when converted to 300 dpi for publication. If your club has suggested I use photos from your website and they have not appeared, it is because web resolution and print resolution are two very different animals.
- Please do not keep my email address in your Microsoft Outlook address book and regularly delete old messages containing my address. Viruses enter the address book and send infected messages to everyone in it. I keep my email address list in a Microsoft Word document to avoid this.
- Don't send me jokes, funny pictures or inspirational stories. I use my computer strictly for business, and not just Falcon Club business. I need every bit of disk space I can get.
- I am not interested in your political or religious views (and I'm sure you are not interested in mine!) Please do not send any political or religious messages.
- Do not include me in broadcast emails, including change of address email.
- **VERY IMPORTANT!** Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver, and very much appreciated.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Thank you!

FIRE IN THE HOLE!

by Ted Boothroyd

Not a pretty thought, but a fire in the engine compartment of a Falcon could spell the end of a wonderful relationship. It is important to remember that many of our older cars are not like the modern counterparts. Folks in our club are highly likely to have a car



equipped with one or more carburetors. The trouble with carbureted motors is that if they are not tuned, or properly maintained, they spit. Usually a nasty spear of fire that can easily spread to combustible materials within the engine compartment. Aside from carburetors, fuel lines can leak or break, spilling fuel everywhere. The damage from an engine compartment fire can be very costly within a very short period of time, and even destroy the entire vehicle if not controlled quickly. Here are some facts and suggestions that may spare you the trauma of losing a beloved Falcon.

It is commonly believed that if gasoline is spilled or leaked onto a hot engine block, it will ignite. This is not really true. The ignition temperature of gasoline is around 875°F. Your engine block will never reach 875°F unless you have a real serious problem. The engine block in a typical Falcon with a stock or somewhat modified engine may be considered "overheated" at something above the low 200's°F; far from the 875° required to ignite gasoline. What normally occurs with a fuel spill of some kind in the engine compartment is that fuel hits hot engine parts like the exhaust manifold and expands rapidly to a highly flammable vapor.

NOTE: Gasoline burns wonderfully when vaporized, and that is the whole purpose of the carburetor in the first place. To vaporize the gasoline so that it will burn.

The vapor then finds an ignition source, usually in the form of a spark from one of the many sources of sparks under the hood. Once the vapor is ignited, it can sustain active burning until all the fuel is burned

up. The problem is, much of the fuel that is burning is in the form of electrical insulation, air filter material, rubber hoses, all the gasoline that is still spilling, and any other flammable material available in the area.

You are driving the car and don't notice the smoke immediately, but when you do, the fire is too far advanced to easily extinguish. You must notify a fire department and

await their arrival while the fire creeps into the dashboard area, the upholstery, and ultimately, the entire car. It is right now that you realize how long four minutes can be.

This is a lousy picture to paint, but it is exactly how a typical vehicle fire plays out, and the more remote you are in location, the longer it will take for emergency crews to arrive. The average municipal fire response time is around four minutes from the time THEY receive the call. Count on more than four minutes if you are out on the road somewhere, perhaps en route to the National Meet. But please know how painful it will be to see that little Falcon with your blood, sweat and tears . . . **ON FIRE!**

There is only one good answer to this problem, and you've heard it before; maybe now is the time to outfit the Falcon with a decent fire extinguisher. The word *decent* is the operative word. Here are some considerations:

- If your car is precious to you, do not buy a cheap fire extinguisher from your local discount store.
- Purchase your extinguisher(s) from a reputable fire equipment supplier near you. They are in the yellow pages under "Fire Equipment".
- Do consider buying more than one. A small fire extinguisher typically found in a car does not put out a lot of fire.
- Consider an additional fire extinguisher for your shop area as well.

Every fire extinguisher is rated as to how much fire it will extinguish. To keep it simple, ask for a 3A 40BC

rated fire extinguisher. There are lesser ratings and smaller extinguishers in size and weight, but the 3A 40BC is superb for just about anything you are apt to encounter. It is small enough for a child to handle and it is capable of extinguishing flammable liquid fires (class B), electrical fires, (class C) and ordinary combustibles such as that found in a trash container, (class A). It is important to purchase an extinguisher that has a metal head as opposed to a plastic head. (The head is the part that is threaded into the tank of the extinguisher). Plastic headed extinguishers are more apt to leak down in pressure, rendering it useless, just when you need it most. Some states do not permit plastic headed fire extinguishers to be refilled, so effectively it is a disposable product which must subsequently be replaced.

A good 3A 40 BC rated fire extinguisher with a metal head is reliable, can be refilled or recharged repeatedly, and will last a lifetime. The 3A 40BC may cost about \$40, but that is less than most goodies cost for the Falcon; even if you bought a couple of them.

There is no hard and fast rule as to where it should be carried and it is totally up to you. The most important consideration is accessibility. Some car owners keep an extinguisher locked in the trunk. Not a bad choice unless you want it sooner than you can retrieve it from the trunk. A good alternative is to keep it inside the vehicle when you are traveling, then lock it in the trunk when the Falcon is stored. If your car is more like a racing Falcon, you'll note that most all racecars have a fire extinguisher no farther than arms length from the driver. Be sure to spend a few minutes with your family or travel companions to ensure that everyone knows how to operate it. Your fire extinguisher may be the one device you will be ever thankful for having in service on your car.

It is good to remember that the family Falcon is just that . . . a part of the family.

Ted Boothroyd is a retired Fire Captain from the City of Santa Rosa, California. He has a particular interest in the safety aspects of the Falcon hobby. He is the editor of the Sonoma County Falcons for Fun Newsletter.



Chapter News

The Southeast Chapter is always putting together some kind of outing or activity. Here are some photos from some of their recent cruises, including the Chapter picnic, annual trip to Pigeon Forge Tennessee car show and a visit to a local barbecue.

Thanks to Wally Till for sending these along.



FORD'S 100th ANNIVERSARY CELEBRATION

—continued from page 18

- A building devoted to officially licensed Ford aftermarket manufacturers and suppliers including Dennis Carpenter, Steiner's Tractor Supply, Mac's Auto Parts, Scott Drake Manufacturing, and Dearborn Classics. The aftermarket supplies for our Falcons is growing bigger every year.

SUNDAY

There was an enormous fireworks display on Sunday evening at 10:30 PM, preceding the official Monday birthday. It was a fantastic display with lots of new-fangled fireworks that I hadn't seen before. It lasted over 20 minutes.

Ford definitely stepped up for the party, spending over 38 million dollars for the five day event.

Cliff McKay made a contribution to the "Race for the Cure" to benefit the Susan G. Komen Breast Cancer Foundation. For the donation, he got to drive his Falcon around the Ford proving ground test track! Doug rode shotgun. Getting into the Proving Grounds is an accom-



plishment in itself. Think of all the great cars and drivers who have driven that historic track in the last 60 years.

Doug and Jerry were in the audience for a live TV broadcast with Parnelli Jones and Don Nicholson, narrated by Alan Bestwick.



FORD'S 100th ANNIVERSARY CELEBRATION



So many classic cars of all eras—all at once. I am so glad I went, because I may be too old for the 200th anniversary celebration!

At about 5 PM on Sunday evening I was walking the grounds and I saw the SpeedVision big screen. It's



showing the last three laps of the Michigan Nascar race. Kurt Busch is leading in a Jack Roush Ford. Jack is a Michigan boy.

Busch wins the race—and everything seems so right, just perfect. Kurt said in the post-race interview how happy he was to win the race for the big Ford 100th celebration. Very cool!

FINAL THOUGHTS

As I prepared the material, photos and thoughts for this article, I became very melancholy. What a classic event to be involved in! Ford put on a great show for us. There was so much to see and do that I felt overwhelmed at times.

The first day, such an abundance of sights and sounds: the cars arriving in the rain, renewing old friendships, making new friends. Just watching the cars unload for hours, being moved into place...

After the rain ended, we had crisp Michigan sunshine with puffy white clouds against a seamless blue sky.

The last day, Monday June 16, in mid-afternoon, the cars started leaving. They disappeared as quickly as they arrived. My stomach dropped and I began to feel a little misty-eyed. Just a couple of days ago, it seemed like it would go on forever. But it didn't. The party was over.

As I watched the cars leave, I waved good-bye to old friends, some of whom I knew I would never see again.

I felt so proud, as a Ford man, to have been there for this great event. Thank you, Henry! What a ride you have given us...

It all seemed so perfect...

Respectfully submitted,
Ronnie Crawford

FORD'S 100th ANNIVERSARY CELEBRATION

So many Fords—so little time! A final look at the diverse classic cars and activities during the Ford 100th Anniversary celebration.



FORD'S 100th ANNIVERSARY CELEBRATION



FALCONS SEEN AT THE EVENT

Gordon Leslie	Detroit	60 Falcon
Alan & Joan Aniol	Detroit	64 Sprint HT
Doug Browning	Oklahoma	63 DLX Sedan
Steve Swanson	Nebraska	64 Sprint
Nelson Cook	New York	65 Futura
George Houck	S. Carolina	65 Futura
Ray Chevalier	Rhode Island	63 HT
Cliff McKay	Kansas	65 HT
Leo Grabovich	Ohio	65 Falcon
Joel Smith	Michigan	64 Pro-Street
Dave Ryska	Michigan	65 Sprint
Steve Swierlik		65 convertible
Russell Wright		65 wagon
Paul Leonetti	PA	64 Futura
Richard Rozum		68 Falcon
David Keon		65 Futura
Don & Linda Morgan		64 Futura
Dave Petlichkoff		64 convertible
Frederick Liptik		60 4-door

This list was compiled by the
Metro Detroit Chapter. Thanks!



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WHAT MEMBERSHIP MEANS

Whether your Falcon serves as everyday transportation, a relaxing plaything, or both, you'll find valuable help in your preservation and restoration as well as interesting facts and information from the Club and many fellow Club Members.

Our Newsletter, "**THE FALCON NEWS**" is sent out each month to all the Club's Members and contains information so valuable you will want to file it away for future reference.

WHO BELONGS?

FCA has people of all ages — from retired folks to teenagers still in school. Among our members are men and women from all professions; individuals who could certainly afford more costly or newer cars if they chose.

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